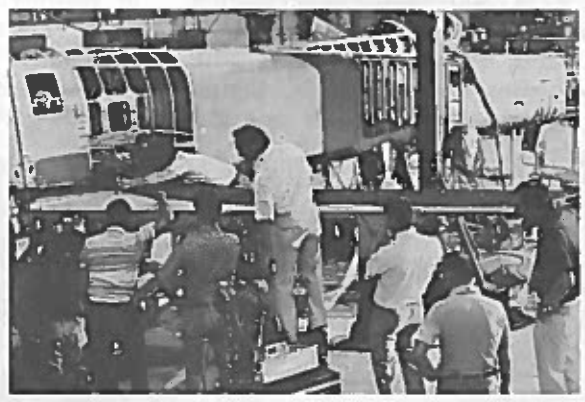
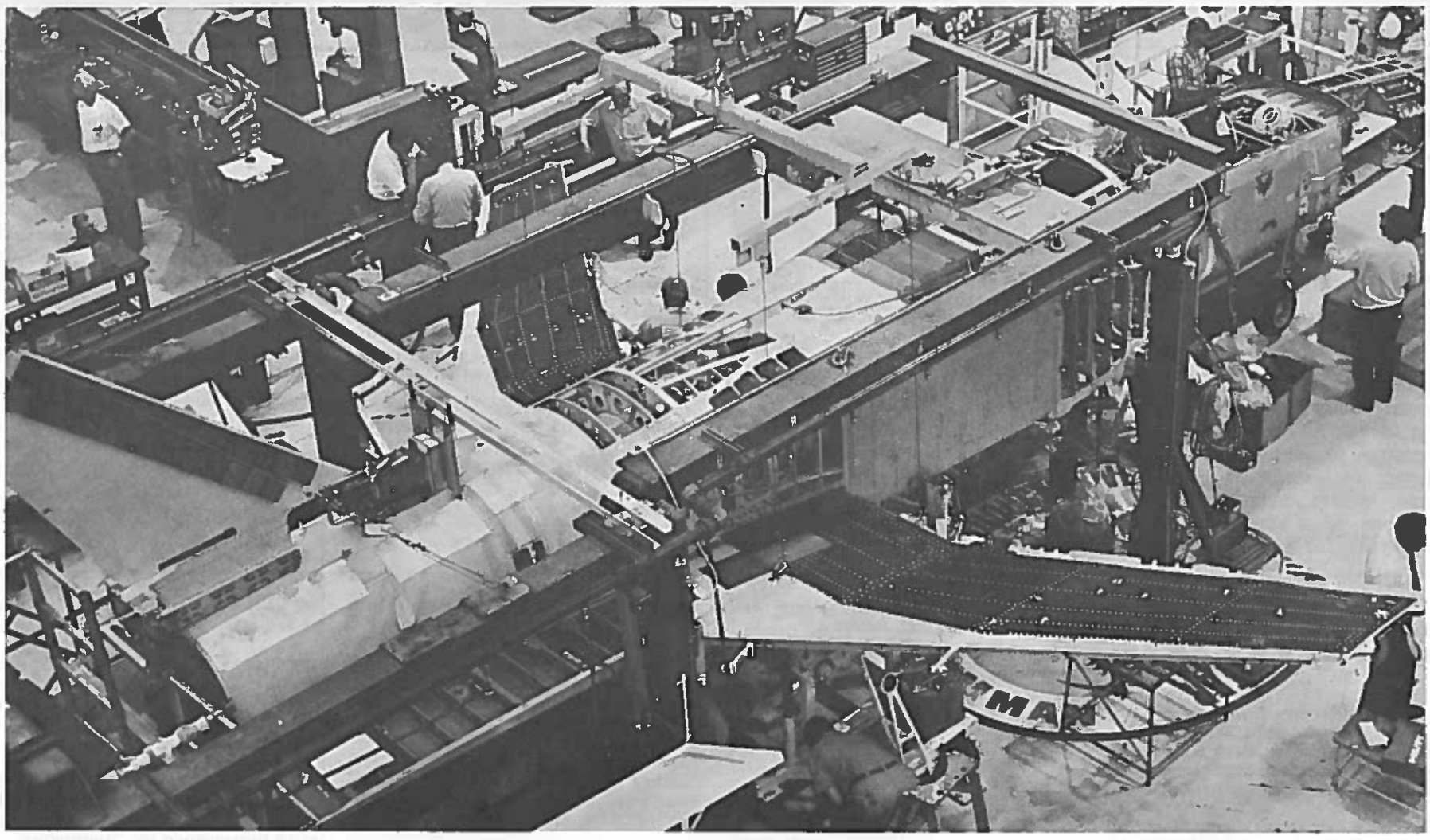
GRUMMAN

# plane news

Vol. 42, No. 12, June 24, 1983. Bethpage, N.Y. 11714





## X-29 gets its wings

-pg. 5

# people

## Personal best

There's more than one way to run a race. Just ask Fred Trinkle, a Grumman engineer for nearly 25 years.

He won seven gold medals and one bronze at the Mid-Atlantic Wheelchair Regional Tournament held recently in Virginia. Fred took the gold in five track events (100, 200, 400, 800 and 1500 meters) and two team relays (400 and 800 meters). He won the bronze for the slalom race, a 100 meter race against time through an obstacle course.

Fred remained strong in the New England Regionals, taking a silver in the 800 meter race and three bronzes (200 meter, 1500 meter and slalom) which sent him to the Tri-State Regionals at Nassau Community College. There, he won two silver and three bronze medals and was fractions of a second short of qualifying for the Nationals to be held in Hawaii this month.

He became involved in wheelchair-athletics last September. His doctor advised that the braces and crutches he had been using since an early childhood injury were no longer strong enough to support him, and that he should switch to using a wheelchair.

Fred is now a member of the Burke Bullets, a team of wheelchair athletes that represent the Burke Rehabilitation Center in White Plains, NY. He competes in various athletic events in the New York area nearly every weekend.

More important than "going for the gold," says Fred, is a certain awareness he creates in himself as well as others. He feels that the handicapped are not to be looked down upon, and wants to show that they can compete as well and as strong as anybody else. Fred encourages other "able-bodied disabled" to train and compete for mental as well as physical fitness.

Next year, Fred hopes to go further in the competitions and qualify for the Para-Olympics, a sporting event for the handicapped to be held at the same time as the 1984 World Olympics.

"It's a matter of achieving your personal best," says Fred.

***Going for the gold.*** *Fred Trinkle assembles his special racing wheelchair. He trains daily with a five kilometer run around the Grumman complex.*

***All aboard.*** *Over 350 Grummanites and their families spent a Sunday recently at the Training Systems Programs 'Open House,' in Bohemia, N.Y. Films and demonstrations in the labs and computer rooms were a few of the day's highlights, but the 125 kids really enjoyed the special video games.*

## The gang's here

The annual veterans of Iran Program picnic will be held on July 23 (rain date — July 24) from 10 a.m. until 5 p.m. at Great River's (Plant 43) picnic grounds.

The $5 per person fee for adults ($3 for kids 6-12) buys hamburgers, hot dogs, soda, beer, salads and lamb kabob.

No tickets will be sold at the gate. Contact your plant ticket rep or call Jane Kingsley, Ext. 7427 in Bethpage, for tickets and information.

# calendar

**American Production & Inventory Control Society:** Tues., June 28, Musicaro's, Melville, 7 p.m. dinner, 8:15 p.m. speaker. Guest speaker will be George Pash. Guests welcome. N. Heilweil, Ext. 2250

**C.B.I. Vets Association:** Tues., June 28, Recreation Bldg., 5 p.m. Business meeting. Guests welcome. R. Fong, Ext. 2484/W. Pytlowany, Ext. 3926

**French Club:** Tues., July 12, 108 N. Windhorst Drive, Bethpage, 5:30 p.m. French story readings and translation and French conversation. Guests welcome. M. Mirpuri, Ext. 3895

**GACE Flying Club:** Mon., July 18, Cosmopolitan, Republic Airport, 5:15 p.m. Regular monthly membership meeting. Guests welcome. R. Reisch, Ext. 4847

**Model Railroad Society:** every Wed., 7 p.m., Recreation bldg. Regular meeting. Guests welcome. R. Muntz, Ext. 6865

**Scuba Divers Club:** Wed., July 13, Fox Hunt, Bethpage, 8 p.m. Guests welcome. P. Craig, Ext. 8840

**Ski Club:** Tues., June 14 and Tues., July 5, Tiki Lounge, North Babylon, 8:30 p.m. Guests welcome. A. Garmendia, Ext. 7819/8910

**Tennis Club:** Wed., June 15, Recreation bldg., 5 p.m. A film will be shown "Strategy and Tactics." Guests welcome. H. Frauenberger, Ext. 9587

**Toastmasters Club:** every Wed., Headquarters bldg., cafeteria, 5-7 p.m. Grumman employees only. J. Cubells, Ext. 1843/A. King, Ext. 6779

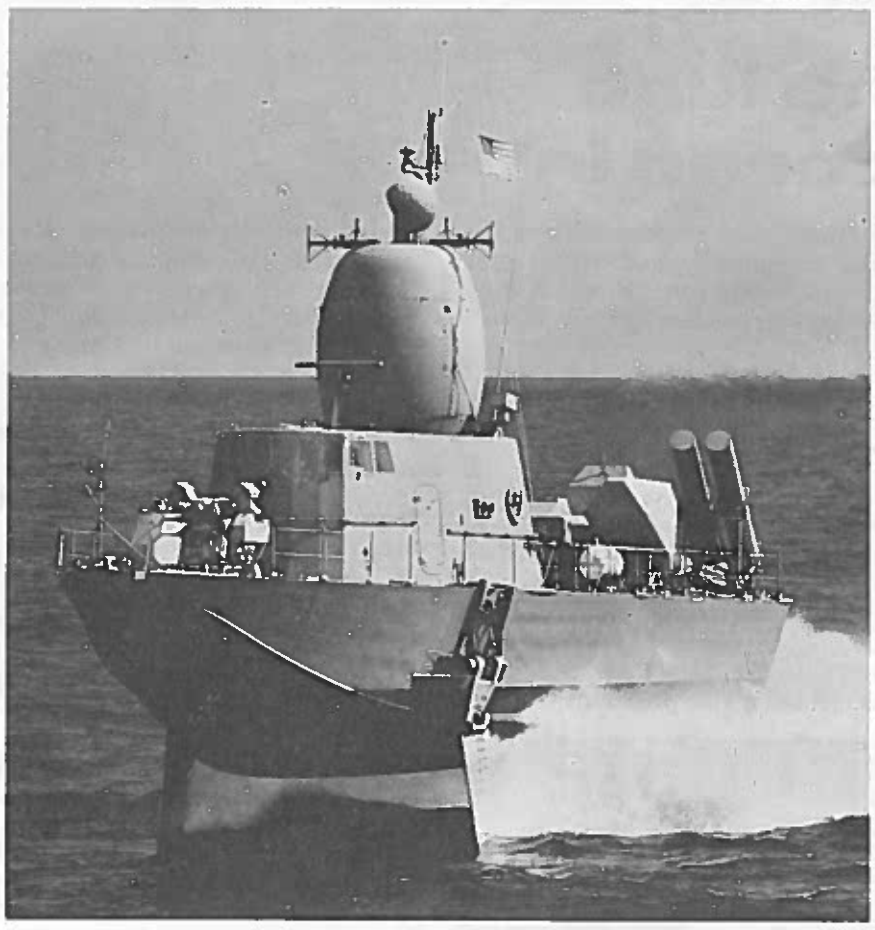
# obituaries

**ROBERT H. HENKEN** of Support, Pl. 6, died May 27 at the age of 59. He had been with the company since 1966 and resided at 218 Schoenfeld Blvd., Patchoque.

**ANTHONY FERRETTI** of Maint. Administration, Pl. 5, died June 1 at the age of 54. He had been with the company since 1953 and resided at 2851 Marlborough Rd., Oceanside.

**RALPH R. AURORA** of Marketing, Pl. 5, died June 1 at the age of 51. He had been with the company since 1958 and resided at 18 Buttonwood Dr., Huntington.

**FREDERICK BEREZUK** of Structural Design, Pl. 9, died June 3 at the age of 53. He had been with the company since 1957 and resided at 150 South Ocean Ave., Freeport.



# Flying Guardian enters Israeli fleet

Israel's newest patrol boat, *Shimrit*, entered the fleet on May 27. The *Shimrit* (Guardian) hydrofoil was designed and built by Grumman Aerospace.

The 84-foot, all-aluminum craft was built at the Lantana Boatyard in Florida and underwent sea trials off Florida's east coast. When foilborne (as shown above), the *Shimrit* is powered by a gas turbine engine and can reach speeds of up to 50 knots (about 57 mph).

A hydrofoil is much faster than a conventional boat when "flying" on its foils because the hull rides above the waves, which reduces the water's drag on the boat.

The *Shimrit* entered operational service with the Israeli Navy at Haifa, Israel.


GRUMMAN plane news

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Editor
Kathy Housley Ext. 3293

Associate Editor
John Vosilla Ext. 5118

Editorial Assistant
Clare Byrne Ext. 8999


## Personals

Our family is grateful to all of our Grumman friends for their kind expression of concern and sympathy during the recent loss of my father. **Joseph Koszeghy and Family**

My heartfelt thanks for your prayers which certainly seems to have paid off since I am still here. It's a "tough row to hoe" and progress is so slow. I really don't know when I can get back to work, but get back I shall, "Good Lord Willing." Thanks again for all of your help for which I shall ever be indebted. **John Lang**

My family and I wish to thank our many friends and co-workers for their expressions of sympathy during the recent loss of our father. **Bernard Boyle and Family**

My family and I wish to extend our thanks and appreciation to my fellow employees at Grumman for their expression of sympathy during the recent loss of my mother. **Leonard Rostov**

# EIP option offers antidote for tax bite

Last year, thousands of Grummanites discovered a way to give less to the taxman and keep more for themselves. These Employee Investment Plan members signed up for the deferred compensation option (DCO).

This year, open enrollment for this popular EIP feature is from July 1 to August 26. Though EIP members may drop the DCO feature at any time during the year, this is the only time they may choose the DCO or increase their DCO contributions.

**How does it work?**

Introduced last summer, the DCO allows Grummanites to choose the way they contribute to the EIP: regular contributions, deferred compensation contributions or a combination of the two — up to 14 percent of their base salary. The company match, choice of investment options, and tax-sheltered features remain the same.

With DCO, your contributions are deposited by Grumman directly into your account. Since the money is not paid directly to you, these contributions are not considered as current income by the Internal Revenue Service (IRS). Such deposits are not subject to federal taxes, or most state and local taxes. At the end of the year, your W-2 form will show your income reduced by the amount of the deferred compensation contribution.

**Don't subtract, add!**

All salary-related Grumman benefits — pension, life insurance, long- and short-term disability — continue to be calculated with the investor's unreduced base pay.

While most EIP members have the opportunity to contribute up to 14 percent of their base pay using DCO, some people are limited by IRS regulations to nine percent.

"To protect against 401(k) options such as DCO favoring higher-paid personnel, the IRS designated the fairness or non-discrimination test," reports Grumman Corporation Vice President and Secretary Bob Bradshaw. "To meet the IRS requirements, the percentage that the higher-paid one-third of the Grumman workforce may contribute is limited by the percentage that the remaining two-thirds contributes. In our case, that works out to be nine percent."

Today, 77.4 percent of the Grumman workforce belong to the investment plan. Of that percentage, 50 percent are enrolled in the DCO. About 66 percent of the upper one-third contribute to DCO, while 27 percent of the lower two-thirds make DCO contributions.

More information about the DCO and the entire investment plan will be mailed to all Grumman employees in the near future.

**Take note**

If you sign up for DCO in July, it will become effective August 1st; sign up in August, it goes into effect September 1st.

## *Join the club*

If you are not a member of the Employee Investment Plan, you are in the minority. Over 77 percent of the Grumman workforce belong to the EIP.

During the enrollment period this summer for the popular deferred compensation option, all Grummanites — EIP members and non-members — will receive information about the investment plan.

Even if you are not interested in the DCO, it just might be the time to join the EIP ranks. The company recently announced that the third quarter match will be 92 percent — an all-time high. That means for every dollar you contribute to the plan from July 1 through September 30, the company will contribute 92 cents — up to four percent of your annual base salary.

While you can only sign up for the DCO feature during the enrollment period, you can join the Employee Investment Plan any time. Call Ext. 7250 for more information.

## *Unit Values*

**Investment Plan Unit Values as of April 30, 1983**

| | |
|---|---|
| Equity Fund. . . . | $2.409 (up from $2.288) |
| Fixed Income Fund. . . . . | $3.527 (up from $3.413) |
| Guaranteed Income Fund . . . | $1.608 (up from $1.592) |
| Company Stock Fund . . . . | $60.313 (up from $54.687) |

(March 31, 1983 values are in parentheses)

## Mead reflects on his Grumman career

# 'Aerospace is hardly the kind of business one gets bored in'

Over 40 years ago, Charlie Tilgner made a trip to his alma mater, Princeton University, to lure top student engineers to a young Long Island aircraft company called Grumman. It was a worthwhile trip.

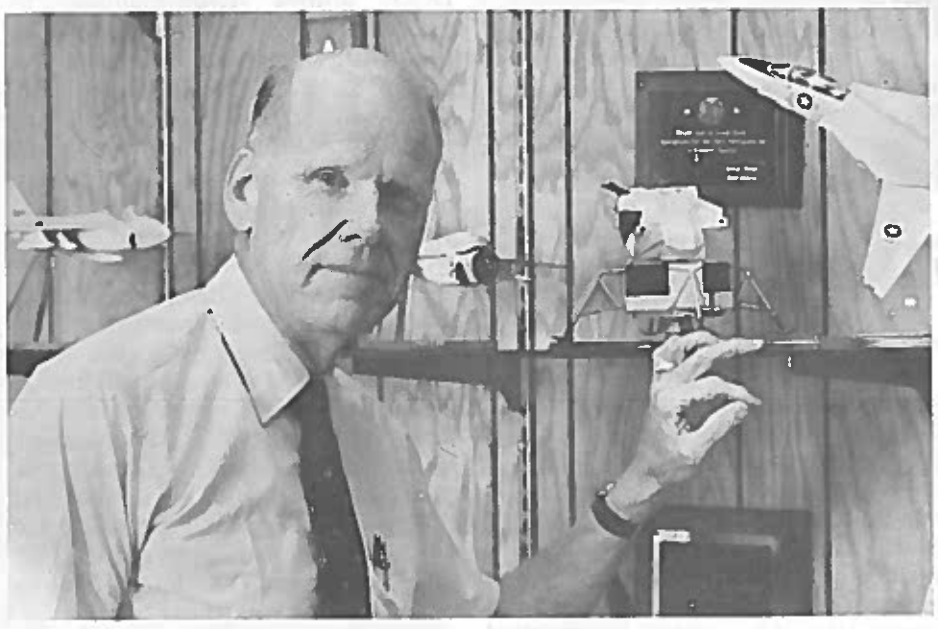
Charlie got himself a bright civil engineer for Grumman's stress analysis group; a young man who would spend the next four decades applying his scientific and managerial skills to numerous company endeavors. Larry Mead.

"Forty years sounds like a long time," says Larry, "but I really don't feel that different today than when I started working at Grumman in 1941."

On May 31, he retired from Grumman as senior vice president of Technical Operations. He has signed on as a senior management consultant and special technical assistant to President George Skurla.

Though his formal education was in civil engineering, Larry has no regrets about entering the field of aerospace. "Once I got involved with aircraft, I never gave my career choice a second thought," says Larry. "It was so fascinating; there were so many challenges. Everything happened so fast that I had no other interests. Aerospace is hardly the kind of business one gets bored in."

During his early years as a stress analyst and later as project engineer, Larry worked on all Grumman's fighter aircraft from the XF6F-1 through XF11F-1.



A definite career highlight was viewing the first static test of the Hellcat wing. "It was exciting watching my first static test . . .and seeing that darn wing takes loads I hoped it would.

"Engineering was a lot simpler then," reflects Larry. "We didn't have the tools . . . the test facilities . . . the instrumentation . . . the theoretical basis or sophisticated wind tunnel tests. Sure, it was simpler and cruder then — but it didn't cost as much."

### Beginning of Intruder

In 1956, after serving as project engineer on the F11F-1 program, he became the project engineer for the A2F (now A-6) proposal and development program. "That's what the A-6 looked like when we submitted the proposal to the Navy in the summer of '57," says Larry, as he walks over to his bookcase and picks up a small model of the earliest A-6 version. It is smaller and lighter than the eventual A-6 that is flying today.

"The A-6 was the first time Grumman was responsible for the entire weapons system. We became 'systems integrators.' It was a great learning experience for all of us."

### Increased responsibilities

After stints as acting chief of Advanced Systems and chief of Engineering staff, he was picked to direct the FX-VFAX program, later served as director of F-14 Product Manufacturing when Grumman won the Tomcat contract and in 1969, was elected a vice president.

In December of that year, he was named director of the company's Space Shuttle proposal. "Quite frankly, the configuration that is flying today came out of Grumman," states Larry, pointing to the four Shuttle models in his office.

He admits that the company's loss of the Shuttle proposal is the lowpoint of his long, illustrious career. "Unfortunately, it was not good timing. The company was having trouble with the development costs of the F-14 and then, during the final proposal period, our President Lew Evans died; we were undergoing a lot of reshuffling in upper management."

### Tops in technology

"A number of times, Grumman has demonstrated its downright technical excellence," continues Larry. "We know how to do the job better than most. Not that we haven't made mistakes, but hopefully we don't repeat them."

As director of Technical Operations, Mead has been responsible for "keeping the Grumman team headed toward technical objectives" in the variety of company programs.

"Grumman has some interesting challenging days ahead of it," says Mead. "Just as the company is different from what it was 40 years ago or even five or 10 years ago, so it will be different in the next decade.

### New challenges

"Obviously, the company will be involved in other things . . . our present product lines can't go on forever . . . and there aren't too many new aircraft programs coming up. We must learn how to get into new areas.

"You have to change if you are going to be successful. Look what happened to the steel industry . . . the auto industry when they forgot to change. The company's leaders understand the challenges facing Grumman and are working on them. Grumman has changed a lot since 1941, and that's one reason we are still here today.

### In good hands

"In recent years, I've tried to identify the kind of people hopefully who are going to run this place one day. I made sure that we gave them the proper assignments, the opportunities and the training. I think I left the place in good hands."

# retirees

On behalf of our fellow workers, PLANE NEWS salutes the following men and women for their contributions to the company and wishes them well in their retirement. Those who retire in June are:

Leo Fischer (77), James M. Miscichowski (2), Edward F. Mullins (77), Robert B. Ludwig (77), Ethel W. Broughton (21), Louis Tucciarone (30), Edward V. Becker (17), Clifford J. Schmidt (2), Martin C. Czechowicz (17), Robert C. Harris (2), Raymond P. Melograne (43), Salvatore M. Palumbo (44), John B. Morrow (66), Michael V. Rakowski (6), John J. Garley (6), Anna S. Hall (21), Ethel Gallagher (30), John Gallagher (21), Henry C. Koraleski (1), Frank G. Rini (30), Calvin C. Burchett (4), Lorraine McNamara (5), Raymond C. Welley (88), Herbert R. Carlson (88), Virginia A. Liotta (15), Fred F. Neumann (5), Edward G. Rogers (5), Vincent J. Gallagher (1), William Golub (1), Catherine F. Kessler (17), Helen S. Pastore (5), Mildred A. Reh (30), Lewis J. Kissel (6), Babbette Stoebe (7), Olga V. Campbell (6), Lawrence Berg (2), Joseph M. Bizzaro (12), Joseph Nass (5), John H. Schmitt (2), Louis A. Salamone (43), Dorothy E. Cronin (2), Herman L. Henggeler (2), Albert Guerrera (1), Walter J. Kowalchuk (20), Richard G. Staff (2), John W. Stralko (40), Frank Kojick (12), Edward H. Leszak (12), Anthony Faga (2), Kenneth F. Phillips (77), William D. Hannigan (6), James F. McGonigle (35), Nealon Mechanic (77), Thomas A. Eddy (15), Otto K. Kohlhaas (2), John A. Greguski (35), William J. Resler (40), George M. Walsh (35), George J. Elias (43), Elizabeth A. Weisgerber (40), Catherine O'Regan (5), Anthony C. Reheiser (77), William P. Jagel (77), George E. Freeman (26), John J. Garley (6).

# Carpools

**Amityville to Woodbury:** 8-4:30 p.m. Must be punctual. T. Arnold, Ext. 132-5353 or 598-0663 eves

**Union Turnpike and Utopia Pkwy to Plant 5:** 8-4:30 p.m. E. Westley, Ext. 0163 or (212) 969-8331 eves

**Ronkonkoma LIE Exits 59-60 vic to Calverton:** need 2 persons for existing car pool. 7:00 a.m. — 3:30 p.m. J. Gallagher, Ext. 6554 or 588-7081 eves

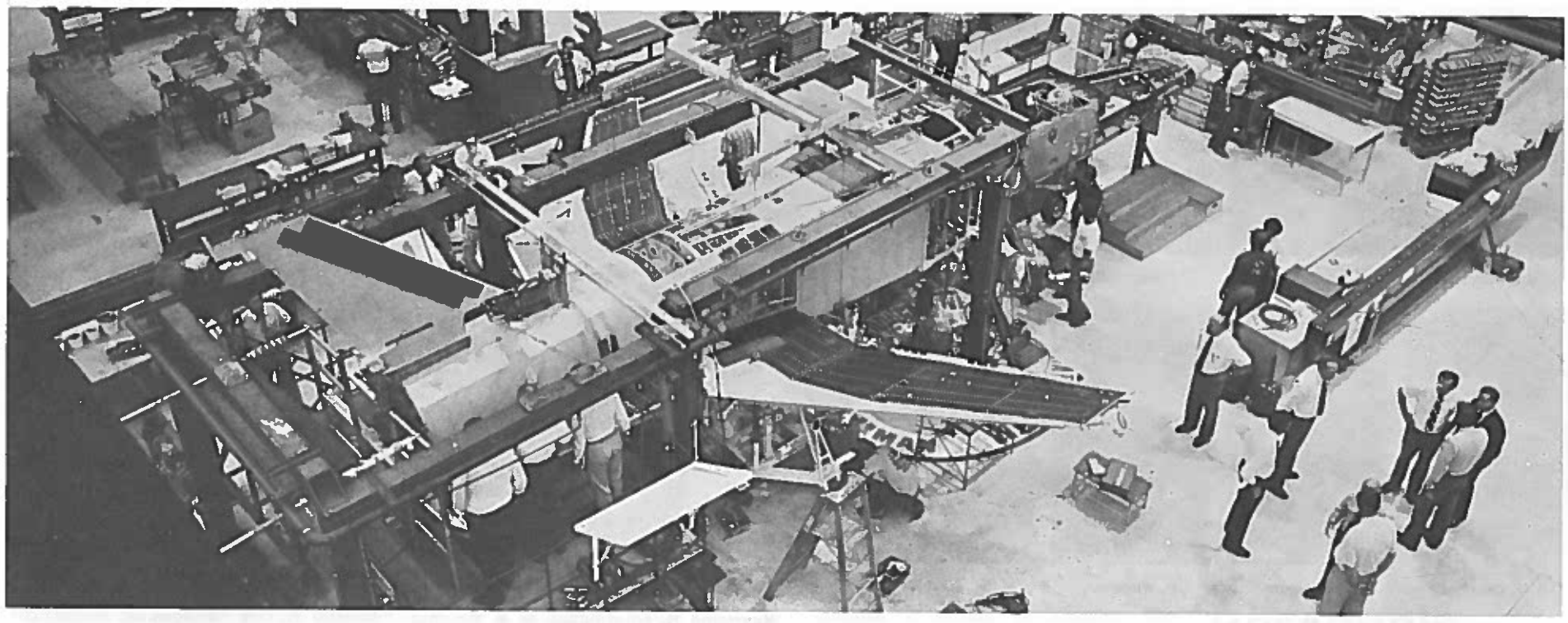
**Levittown to Plant 12:** 7:30 a.m. — 4:00 p.m. Will pay weekly. J. Lesser, Ext. 5235 or 735-4607 eves

**LIE Exits 58-59 to Plant 7:** 8 a.m. — 4:30 p.m. J. Lehmann, 117-7298

**Commack area to Woodbury Plant 242:** Second shift 4 p.m. to midnight. A. Pepole, 499-5127 after 8 p.m.

**Lake Ronkonkoma to Bethpage:** Summer student needs ride. 6 a.m. — 2:30 p.m. R. O'Donnell, Ext. 8935 or 585-7317 eves

**Medford to Bethpage:** Ride needed. 7:30 a.m. — 4:00 p.m. N. Bruce, Ext. 8888



# Another big step for Grumman's X-29

Soon, to fly.

The X-29 demonstrator has its forward swept, composite wings.

The two-week long process to attach the graphite/epoxy-covered wings to the supersonic craft's fuselage started June 16. Grumman is building the aircraft — the first "X" craft for the Department of Defense in over a decade — in Plant 5 for the Defense Advanced Research Projects Agency (DARPA).

"The fabrication of the graphite covers went without a hitch, and these are complex structures," says X-29 Program director Bob Roemer. "At this point, the airframe construction is proceeding on schedule and the flight control system, which is in the laboratory in Plant 14, is coming right along."

Roemer says that the first flight is now set for April of 1984.

As with all "X" planes, the X-29 is out to prove an idea. For the Grumman plane, the idea is that a forward swept wing can be built that's light enough and strong enough for a high-performance aircraft. Studies have shown that such an aircraft with forward swept wings should handle better around the speed of sound, be more maneuverable and yet fly slower before the wings stall and lose lift than an aft swept wing aircraft. It should also boost fuel efficiency.

All-metal forward swept wings would be too heavy to gain the advantages such wings offer. Only low-weight, high strength composites make such a wing possible.

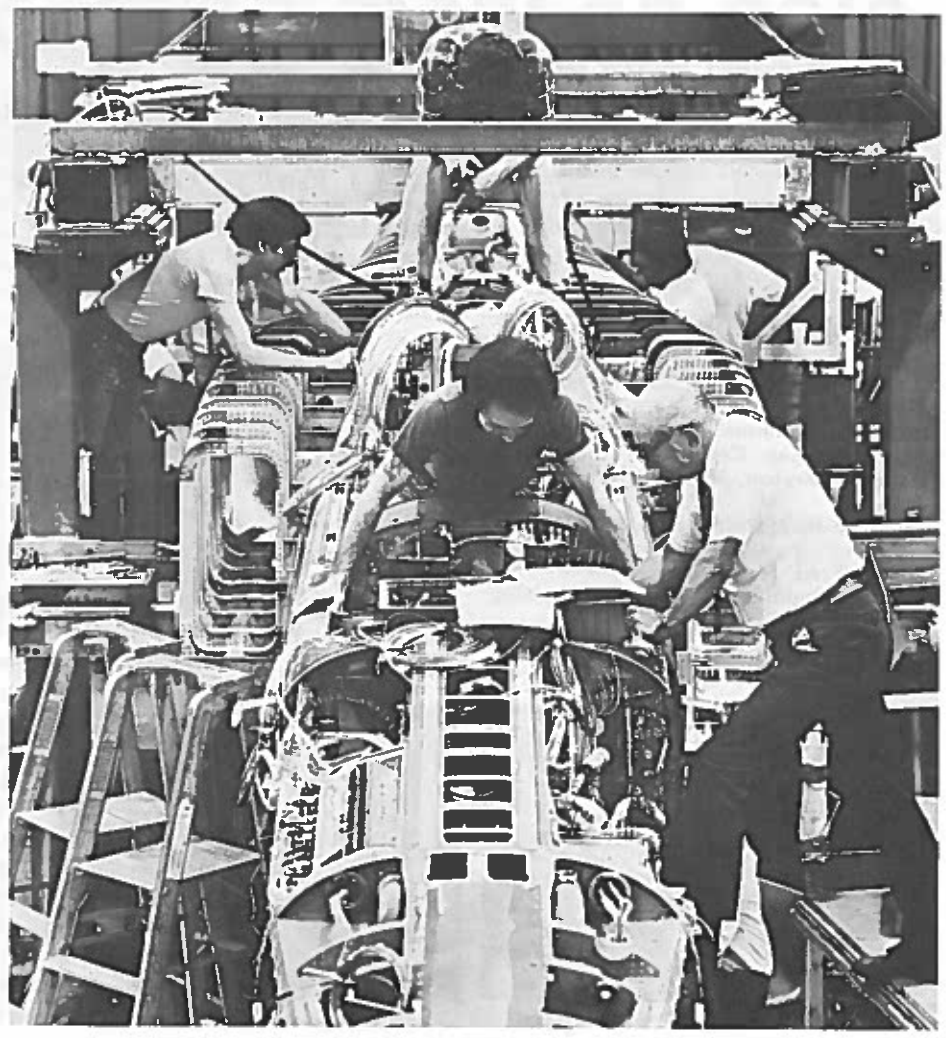
Grumman began designing the plane in 1976, then entered into competition with General Dynamics and Rockwell to build a demonstrator. DARPA chose the Grumman design in early 1981 and a $77 million contract was signed in December of that year.

The first metal parts were cut the following February and, in July of 1982, Grummanites began laying up the graphite/epoxy wing covers in Plant 3.

Nearly all the plane's Grumman-made parts were fabricated in Bethpage, with the exception of some of the machined parts. Those were turned out in Glen Arm, Maryland.

The plane is still in a large fixture. It will be rolled out of there in July and enter a three-month long static test program by early September.

Early next year the X-29 will be trucked to Calverton for its first flight. After that it will take the route of the Shuttle wings Grumman builds: the X-29 will be loaded on a barge and shipped through the Panama Canal to Edwards Air Force Base, California, to make aviation history.



***Demonstrating their skills.*** *To build the X-29 demonstrator takes the skills of many people, people like (left - center photo) Frank Micari, who's working on the leading edge of the wing, and (right - center photo) Dick Baughan, piecing together the forward inlet area. (Photo R) Also helping to get the X-29 together are (clockwise, from L) Steve Diamant, John Dorn, Tony Giordano, John Bohun and Vinnie Leonard.*

N. Bazzicalupo | A. Ridley | P.Pagliarulo | A. Vogel | R. Kulp | R. Behr | C. Fuschillo | B. Cody, Jr. | P. Herte

D. Osterbery | F. Caparo | P. Wiesehan | H. Steel | C. Stumpf | L. Woods | H. Erbacher | B. Gately | D. Bennett

# service milestones

## 40

Herbert F. Oldehoff Jr., Fuselage Join. (2)
Rocco D. Costantino, Flt. Ops. Insp. (7)
Lewis Golden, Q.C. Lab. (10)

## 35

Gandolfo A. Messina, Prototype (1)
Christopher M. Mullins, Sub-Assy. (1)
Rudolph J. Picone, Fuse FWD Sub & Major (1)
Louis F. Prudhom, Prod. Superv. (2)
Duncan Whelan, Central Setup Area (2)
Harris S. Dayton, Mach. Op-Tech. Serv. (3)
Theodore H. Moorman, Special-E.N.A.D. (9)
Karl J. Fred, Maint-Rearrangement (12)
Frank J. Kmiotek Jr., Central Receiving (24)
Glenford J. Wennagel, Computer Project Mgmt. (35)

T. Daly | E. Magnani | G. Caruso | E. O'Brien

Albert J. Jasinkonis, Maint-Rearrangement (44)
George F. Bonanza, Sub-Assy. (66)
Daniel T. Strauss, Qual Cntrl. (77)
Jaroslav F. Bocek, Production (88)
Michael C. Fix, Log. Servs. (281)

## 30

Robert H. Kopping, Plt. Servs. (1)
Richard J. Kafka Jr., Pl. 58 Mgmt & Cntrl. (3)
Howard M. Schilling, Mfg. M/S (5)
Louis A. Arseneau, PPO Space & A/D (9)
William H. Gentzlinger, Aero-Struct. Subcont. (9)

J. Magin | R. Harmon | M. Palken

Raymond R. Huntington, M & ME M/S (12)
David A. McKendrick, Maint-Rearrangement (12)
George W. Kmiotek, Maint-Rearrangement (14)
Allan C. Kane, Matl. Mgt. M/S (30)
Robert W. Yezek, Fac. Admin. (30)
Anton J. Bartoldus, Envir. Cntrl & Test (31)
Donato J. Pescitelli, CH-53E Assy. (77)
Robert N. Morselli, Elec. Sub-Assy. (77)

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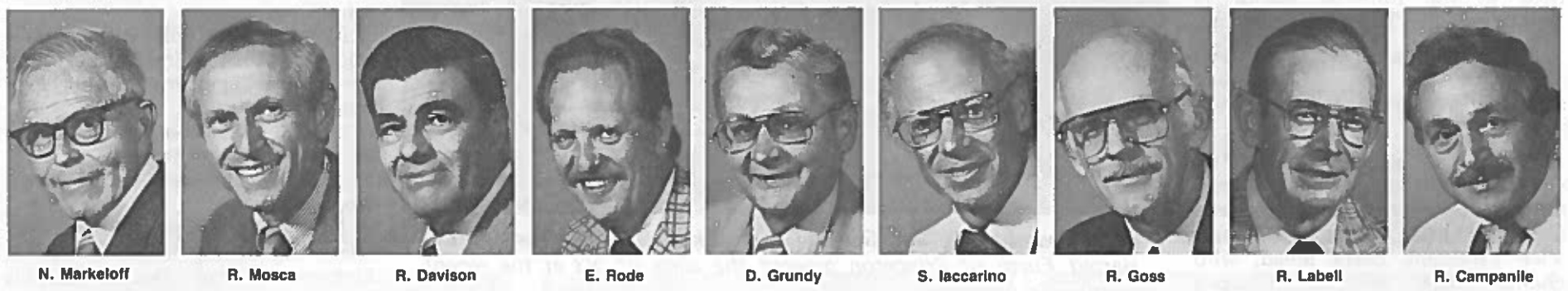
Nicholas Bazzicalupo, Electro-Mech. Lines (1)
Allen D. Ridley, Performance (1)
Patsy Pagliarulo, CTR Sect-Sub. Assy. (2)
Alexis W. Vogel, Cutter Grinder (2)
Robert Kulp, Mgt. Scheduling (2)
Richard E. Behr, Tool Insp. (2)
Charles J. Fuschillo, Recreation (28A)
Bernard V. Cody Jr., Mach. Ops. M/S (3)
Philip J. Herte, Trans-Ops. (3)
Donald A. Osterbery, Maint. Wast. Dispos & Gron. (3)
Frank Caparo, Support Equip. Prod. (5)
Paul H. Wiesehan, Model Shop (5)
Herbert W. Steel, Model Shop (5)
Charles H. Stumpf, Power Plt. Des. (5)
Roy Erlandson, Controls & Mech. (5)
Leonard V. Woods, Crew Syst/Equip. Integ. (5)
Vladimir Seredinsky, Aerodynamics Staff (5)
Walter J. Valckenaere, Stability & Cntrl/ Fly Qual. (5)
Herman A. Erbacher, Adv. Dev. (5)
Bernadette Gately, Fin. Op/Secretaries (5)
Donald P. Bennett, Fin. Ops. (5)
Michael R. Izzi, Management & Staff (5)
John G. Wagner Jr., Market Plnng & Research (5)
Charles W. Smith, Maint. Wast. Dispos. & Gron. (6)
Charles Butterick, Final Assy. Insp. (6)
Robert E. Magee, Corp. Instr. Ops & Proj. (7)
Kurt J. Hofmann, Prog. Mgmt-F-14A (7)
William D. Irish, Prod. M/S (8)
Frank T. Link, Struct. Des. (9)
Walter J. Ludwig, Adv. Sys. M/S (9)
James E. Kavanaugh Jr., Adv. Matl. & Process Dev. (12)
Herbert Glickman, Navig & Control Equip. (14)
Ralph P. Palomba, Lab. Mgmt & Tech. (14)
Nicholas Markeloff, Veh. Struct. Anal. (25)
Morton Mantus, Dynamics (25)
Robert J. Mosca, ILS Eng. Mgmt. (35)
Robert H. Davison, ILS Prog. Mgt. (35)
Robert P. Nestor, ILS Sys. Concepts (35)
Edward R. Rode, Struct. Des. (35)
Douglas H. Grundy, Power Pl. & Envir. Staff (35)
Salvatore J. Iaccarino, Computer Aided Struct. (35)
Russell P. Goss, Dynamics (35)
Raymond W. Labell, Weight Optim & Tech. Dev. (35)
Remo C. Campanile, Envir. Control Des. (40)
Thomas F. Daly, Envir. Control Des. (40)
Edward Magnani, Dynamics (40)
Gerald L. Caruso, Sys. Des. (40)
Vincent C. Angeloro, Weight Optim & Tech. Dev. (40)
Eugene A. O'Brien, Prog. Contracts (40)
John C. Magin, ILS RF/Servo/Elec. TPS (107)
Rodney L. Harmon, Supplier Control (287)

## 20

George A. Robertson, Matl. Mgt. (1)
Stanley C. Wroblewski, ILS Elect. Pack. (1)
Warren E. Christopher, Tech. Req. (1)
Michael Ciavarella, Sys. Integ. (1)
Allan E. Kelvin, Life Sciences (1)
Joseph E. De Simone, Prog. Mgmt F-14A (1)
Frank Tomori, Pride Line (2)
Chester M. Gregory, Welding Group (2)
Harry W. Hoglund, Jr., Welding Group (2)

M. Izzi | C. Smith | C. Butterick | R. Magee | K. Hofmann | W. Irish | W. Ludwig | J. Kavanaugh, Jr. | H. Glickman



N. Markeloff | R. Mosca | R. Davison | E. Rode | D. Grundy | S. Iaccarino | R. Goss | R. Labell | R. Campanile

Frederick W. Neuscheler, M & ME M/S (2)
Francis C. Davis, Router & Shear (3)
Frank Archacki Jr., Convent. Machs. (3)
Enrico F. Massi, Convent. Machs. (3)
Harvey W. King, Details (3)
Edward B. Fricke, Mach. Op-Tech. Serv. (3)
John R. Peronnet, ILS Eng. Mgmt. (4)
James Barton, Q.C. Insp-Mech. (4)
Dean T. Richmond, Model Shop (5)
Jon P. Chiusano, Inst. M/S (5)
Charles S. Triolo, Stockrooms (5)
Anthony Coppola, Sys. Test (5)
Thomas F. Nelson, Fluid Sys. (5)
Edward W. Lee, Computer Aid. Struct. (5)
Allan W. Dantowitz, Reliability (5)
Robert M. Pfaltz, Corp. Contracts (5)
Randol V. Barrick, Corp. Plnng. Contrl. & Budg. (5)
Stephen J. Bucca, Boeing (5)
Kathryn L. Hager, Corp. Sys. (5)
William Lengyel, Maint-Rearrangement (6)
John C. Matejka, Jigs, Details & Sub-Assy. (6)
Donald P. Murphy, Electronic & Mech. ILS Supp. (6)
Gerald L. Mellman, Sys. Des. Anal. Integ. (7)
John G. Janis, Sftwre. Appl. (7)
Robert S. McElhiney, Corp. Instr. Sys. (7)
George E. Nauheimer, Matl. Ops. (7)
Frank P. Daidone, RF Equip. Prod. Supp. (7)
Robert E. Overdorff, Navig. & Cntl. Equip. PRD Supp. (7)
Kenneth S. Maloney, Indust. Eng. (8)
John J. Munyak, Q.C. Lab. (10)
Joseph Giannone, Q.C. Lab. (10)
Paul E. Kovach, Mech. Process Eng. (12)
William O. Mathis, Maint-Facil. Equip & Gen. (12)
Marylynne T. O'Hara, Secretarial Servs. (14)
Roger Herow Jr., ILS Tech. Writ. (15)
William A. Meunier, ILS Site Rqmts. (25)
Sidney M. Stone, ILS Sub-Sys. Eng. (25)
Charles P. Holton, Tech. Reqt. (25)
Joseph P. Alario, Thermal Sys. (25)
Stephen J. DeMay, Metallurgical Eng. (25)
John J. O'Keefe, Sys. Integ. (25)
Robert Marchessault, Sys. Integ. (25)
Walter R. Belt, Veh. Des. Proj. Mgt. (25)
Theodore C. Kelley, Field Ops. Servs. (25)
Ralph A. Boyd, Est. Resources (25)
Harry Rothman, Qual. Eng. (25)
Frederick R. Arlotta, A/C & Marine Prog. Staff (25)
Ada C. Colter, Medical (28)
Fred Bolda, Gen. Commod. (30)

Due to space limitations, the rest of the 20-year and all the 15-year June anniversarians will be listed in the July issue.

# Personals

My family and I wish to express our appreciation to our many friends for their kindness and support during the recent loss of my mother. **Frank Campo**

My family and I would like to thank everyone for their kind expressions of sympathy and kindness during the recent loss of my sister Olympia Erdmann. **Loretta Smith**

On behalf of my family and myself, I would like to express my sincere thanks to my fellow workers and friends for their condolences, prayers and expressions of sympathy during the recent loss of my twin daughter, Cathy. **Gene Lynch**

## Summer kids' picnic

The annual Summer Employee Picnic will be held at 4:30 p.m. on Wednesday, July 6 at McKay Field. It costs just $2 to eat, drink and play games for an afternoon, but tickets must be bought in advance! For a ticket, send your name and extension along with the $2 to Elaine Sison, Mail Stop A10-35 (Plant 35 1st Floor-Pole B12) by June 30. McKay Field is a short walk from Plants 30 and 35. Carpooling will be arranged wherever possible, so please tell Elaine if you need or can offer a ride to your home area.

# *Family picnic tix now on sale*

The date for the 42nd Annual Grumman Family Picnic has been set for Saturday, July 23. Tickets for the 42nd annual event are on sale now at all Employee Services (ES) offices. Admission is $4, with no charge for children under 12. No tickets will be sold at the gate, so be sure to get them in advance.

The picnic, which will be held on the spacious Calverton Picnic grounds, will officially commence with the flag raising ceremony at 10 a.m., but the gates will open at 8 a.m. It is advised to have one member of the family arrive early to set up camp and reserve a picnic table.

Plenty of food and beverages will be available — hot dogs, ice cream, milk, soda and beer — as well as plenty of games and entertainment. With dancing, sporting events and amusement park rides, there will be enjoyment for the entire family. Everything is included in the $4 admission fee.

Whether you're feeling athletically inclined, or more like a spectator, the wheelbarrow races, egg-throws, sack races and three-legged runs provide fun for all. There will also be kiddie boxing and softball games as well as the Grumman Employee Band playing for your listening and dancing pleasure.

All Grumman employees and members of their families living under the same roof are invited to come. Further details and tips for first-time picnickers will be published in upcoming editions of *Plane News*. Come enjoy a day of fun!

## Kiddie boxing bouts

### Entry form

If you want your son to participate in the kiddie boxing bouts at the family picnic, please fill out this entry form. Boxers must be between the ages of 3 and 12.

Boxer's name. . . . . .

Weight. . . . . Age. . . . . .

Parent's name . . . . . .

Permanent No. . . . . Ext. . . . . .

*Note: No entry forms will be accepted on the day of the picnic.*

**Mail to: ESO, A44-02**

# Grumman clan welcomes scholars

The theme could have been: "Getting it together." Sixteen teenagers who've got their acts together and fusion energy — the science of getting atoms together in a big way — were the topics at the 40th annual Grumman Science and Engineering Scholarship luncheon, held at the Imperial Manor in Bethpage on Tuesday, June 7.

The luncheon is held each year to honor the dozen Grumman scholarship winners and four alternates.

Certificates were presented by Grumman President Joe Gavin, Grumman Aerospace President George Skurla and former Senior Vice President Larry Mead, who chaired the Recommendations Committee, which interviews the 50 finalists and chooses the scholarship winners.

"This is certainly an exciting time to go to college," Gavin said to this year's winners, their parents and school advisors.

He offered this year's winners a bit of advice. "You'll probably overestimate what you can do in the next five years and underestimate what you can do in 15 years."

Gavin introduced the luncheon's guest speaker, Dr. Harold Furth, the director of the Plasma Physics Laboratory at Princeton University.

Furth oversees the operation of the Tokamak Fusion Test Reactor, which Grumman helped construct. The reactor — the largest of its type in the world — was turned on for the first time on Christmas Eve last year.

***Welcome aboard.*** *Joe Gavin, George Skurla, Larry Mead and Dr. Harold Furth of Princeton greeted the class of '83 at the recent scholarship luncheon.*

Fusion energy still has a long way to go, Furth said. And some of the 1983 scholarship winners could help. "There is enormous room for new ideas," he told them. "The missing ingredients are better information and the people to carry it on."

Fusion energy won't become a practical alternative to coal and nuclear fission power plants until at least the first decade of the next century, said Furth.

By then, many of the 1983 scholarship winners and alternates will have made their contributions to society. But first, they must complete their educations. Where will they be spending their falls and springs for the next four years?

The dependent winners have the following plans:

*Karen Christ*, whose dad, Karl, works in Plant 40, will attend Hofstra University to major in computer science. Her Grumman advisor is Margaret Stumpp.

*Matthew Luttinger* will study computer engineering at the State University of New York at Stony Brook. Matthew's father, John, works in Plant 1. Dick Andreano is Matthew's Grumman advisor.

*Cynthia Monaco* will attend Harvard to study mechanical engineering. Her father, Carmine, works in Plant 40. Caroline Boss is her advisor.

*Michael Nowak* will head for the Massachusetts Institute of Technology to major in physics. Richard Oman is his advisor. Michael's father, Joseph, was a Grumman engineer when he passed away in 1972.

*Loretta Ranalli* will study electrical engineering at Notre Dame. Ernest, her father, works in Plant 35. Her advisor is Debra Gelish.

*Allie Rogers, Jr.* will study electrical engineering, too, but he'll attend the University of Pennsylvania. Randy Sablich is his Grumman advisor. Allie's father works in Plant 1.

*John Whitson* will be doing his homework at the Worcester Polytechnic Institute this fall, where he will study electrical engineering. Charles, his dad, works in Plant 1. Steve Engel is his advisor.

The winners in the open category for non-dependent Long Island high school seniors are:

*Norman Eng* will attend Rensselaer Polytechnic Institute to study mechanical engineering. Russ Hagerman is his advisor.

*Gerald Hershkowitz* will major in electrical engineering at MIT. His Grumman advisor is Jerry Rogers.

*Paul Hoffman* will be an electrical engineering major at Brown University. Phil Giacini is his advisor.

*Lydia Irby* will attend Iowa State to study electrical engineering. Arnold Tepfer is her advisor.

*Joseph Rhatigan, Jr.* will study physics at Princeton. His Grumman advisor is Michael Sassano.

And what are the plans of the four alternates?

*Andrew Anselmo* will study mechanical engineering at Cooper Union. His advisor is Robert Benoit.

*Michael Keirnan*, who's dad, George, works in Plant 40, will study computer science at MIT. Henry Loshigian is his Grumman advisor.

*Roderick McConnell* will study electrical engineering at Brown University. Dennis Berde is his advisor.

*Robert Santoro*, whose father, Robert, works in Plant 39, will study physics at Rensselaer Polytechnic. His advisor is Jerry Krassner.

GRUMMAN plane news

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